

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Introduction

This document contains a set of the most commonly mentioned differences that local area pilots responded with, when asked to contribute all the differences that they were aware of between the Canadian recreational flying system and that of the US. It is written to juxtapose side-by-side, the most important differences that pilots feel are likely to pose safety, operational or legal problems to pilots if they are not aware of them. In comparison to other works on the subject, this document tries to convey essential differences, instead of complete systems and procedures. Mostly written from the Canadian point of view - it is different in that most other publications are written from the US perspective.

Additional information is available from COPA or AOPA, whose web sites have a complete cross-border operations manual available online free to members. This document was written in parallel to the COPA manual and hopefully - complements that much larger reference work.

My main reason for researching this information, from my own personal flying perspective, is to be a safer and more courteous pilot-visitor to our American hosts, and as the proverb says, "...when in Rome, do as the Romans do".

Table of Contents

INTRODUCTION.....I
TABLE OF CONTENTSI
1. BORDER-CROSSING ATC PROCEDURES..... 2
2. CUSTOMS, IMMIGRATION AND ENTRY PROCEDURES: (AGENCIES, PROCEDURES, AUTHORITY, PENALTIES, FORMS, TIMES, BANNED CARGO & PASSENGERS). 2
3. TFRS VS. CFRS..... 7
4. FLIGHT PLANNING: 8
5. FLIGHT PLANNING AIDS: 9
6. QUALIFICATIONS 9
7. ATC DIFFERENCES:..... 9
8. IN-FLIGHT COMMUNICATIONS FREQUENCY DIFFERENCES: (E.G. 122.0 VS. 126.7)..... 11
9. VFR FLIGHT RULES AND PROCEDURES (AND AIRSPACE DIFFERENCES):..... 11
 AIRSPACE..... 15
 FLIGHT VISIBILITY..... 15
 DISTANCE FROM CLOUDS..... 15
10. IFR FLIGHT RULES AND PROCEDURES: (CHARTS, PLATES, APPROACHES, BANS, MINIMA, ALTERNATES, FACILITIES, RADIO-AIDS, COMMUNICATIONS-FAILURE, NAVIGATION)..... 16
11. AIRPORT SIGNAGE, LIGHTING AND MARKINGS: 18
12. CHART AND MAPS: 18
13. AIRCRAFT AIRWORTHINESS:..... 18
14. FAA ENFORCEMENT: (AUTHORITY, PROCEDURES, OPTIONS, LIMITS, RECOURSE, FORMS, NOTABLE-VIOLATIONS)..... 22
INDEX 24
UPDATES AND CHANGE RECORD 27

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

1. Border-Crossing ATC procedures.

The procedure for the actual physical crossing of the border has been changed for crossing from Canada to the US, since 9/11.

1. THE PILOT FILES AND ACTIVATES A FLIGHT PLAN. (no change from before)
2. THE PILOT IS IN COMMUNICATION WITH THE GOVERNING ATC FACILITY AT THE TIME OF THE BOUNDARY CROSSING. (use flight following or proceed IFR)
3. THE AIRCRAFT IS SQUAWKING AN AIR TRAFFIC CONTROL ASSIGNED DISCRETE BEACON CODE. (obtain from flight following, or proceed IFR)

2. Customs, Immigration and entry procedures: (agencies, procedures, authority, penalties, forms, times, banned cargo & passengers).

All persons arriving at a port-of-entry to the United States are inspected by officials of the U.S. Government. There are four separate inspections: Public Health, Immigration, Customs and Agriculture.

One Face at the Border

U.S. Customs and Border Protection, Department of Homeland Security, is establishing a new frontline officer position, the CBP Officer, to serve at the Nation's ports of entry and provide the American public, travelers and the international trade community with "one face at the border." The CBP Officer will unify and integrate the work of approximately 18,000 inspectors who came together from three different agencies when CBP was formed on March 1, 2003.

**EVERY PORT OF ENTRY IS DIFFERENT, SOME ARE VERY TOUGH
SOME WILL BE NO DIFFERENT FROM BEFORE 9/11**

2.1. Customs (When & how to cross, what to bring, who to talk to):

- 2.1.1. "Consolidated Omnibus Reconciliation Act of 1985 authorizes the U.S. Customs Service to collect fees on incoming ... private aircraft..." You must either have a US-Customs decal or advise them in advance that you need to purchase one. (\$25 USD). You may fill out a Form 339a (request for Aircraft Decal) online: <https://tradelinks2.mellon.com/cgi-bin/tsmenu.pl/cstm>
- 2.1.2. Additional information on the Vehicle Decal program:
http://www.cbp.gov/xp/cgov/travel/leavingarrivinginUS/user_fee_decal.xml

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

2.1.3. Alternately, you may write to the following address for a decal:

U. S. Customs and Border Protection
Decal Program
Administrator
P.O. Box 382030
Pittsburgh, PA 15250-8030

Decal Inquiries at (317) 298-1245

2.1.4. To save time - fill out a Form CBP178 beforehand, <https://forms.customs.gov/customsrf/getformharness.asp?formName=cf178-form.xft> Some Customs stations, like us to fax the completed form beforehand. (This gives them the option of simply clearing us by phone should they decide to do so, and saves time).

2.1.5. Per 19 C.F.R.122.42, the aircraft commander shall **present all required forms to Customs** at once after arrival. Per 19 C.F.R.122.27(c) he shall present pilot certificate, medical certificate and aircraft registration certificate if requested.

2.1.6. **Entry Reporting Requirements: as per the US Customs Mitigation Guidelines:** http://www.cbp.gov/xp/cgov/enforcement/authority_enforce/seizures_penalties.xml

2.1.6.1. You must call ahead 2 hours prior to ETA. Failure to do so will entail being served a warning which you must sign, and may entail a \$5000 fine according to Title 19, United States Code, section 1436, (certainly you will be fined on a second offence), Make a call to the Airport-Of-Entry Customs unit. The numbers are in the flight guide. Note that you may have to call ahead during working hours the previous day if you plan to arrive early in the morning. Discuss this with the customs well in advance to avoid disappointment. Note that weekend customs may require a call on Friday.

2.1.6.2. ETA accurate to (+/-) 15 minutes. This is an oft quoted standard set by the customs department, check with your port of entry to confirm the current requirement.

2.1.6.3. Must have photo-ID proof of citizenship. Although COPA has recently been told a Canadian Drivers License is sufficient when accompanied by a Birth Certificate, several US Customs and Immigration officers have suggested a passport is the only acceptable document. Try http://www.ppt.gc.ca/passports/how_obtain_e.asp for information.

2.1.6.4. You must call on landing if the inspector is not there. When cleared, get the inspector's name or badge number. There is no readily verifiable acceptable procedure, but I would be extremely careful leaving the interior of the plane without directed by the Customs officer to do so (maybe try to have somebody else call Customs). Of course after the stated ETA has passed, the pilot may debark to phone Customs. The same is true of Canada Customs

2.1.7. Plan a landing shortly after crossing the border - to get Customs clearance - otherwise a weather diversion would put you in violation. Use judgment, and vary your procedure for IFR versus VFR.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 2.1.8. Things you can and cannot bring:
http://www.cbp.gov/xp/cgov/travel/leavingarrivinginUS/vacation/know_brochure/prohibited_restricted.xml
- 2.1.8.1. No citrus fruits, (and these days - meat), or business goods without a permit.
- 2.1.8.2. No large sums of money, You must declare monetary instruments over 10K (Ask for Form CF4790).
- 2.1.8.3. No Cuban Cigars. (http://www.cbp.gov/xp/cgov/travel/alerts/cuban_cigars.xml)
- 2.1.8.4. No Unapproved Medications. Drugs are extremely verboten - must be in manufacturer's container and be accompanied by a prescription (http://www.cbp.gov/xp/cgov/travel/alerts/medication_drugs.xml)
- 2.1.8.5. Alcohol OK, providing you declare it. The US limits are discretionary, whereas the Canadian limits are low. According to "Bon Voyage But..." (<http://www.cbsa-asfc.gc.ca/travel/canadians-e.html>) the limits are : If you have been away from Canada for 48 hours or more, you may bring back up to 1.14 litres of liquor, or 1.5 litres of wine, or a case of 24 bottles/cans of beer, each containing 12 ounces (355 ml). You may also bring back up to 200 cigarettes, 50 cigars or cigarillos, 200 tobacco sticks and 200 grams of manufactured tobacco. Provincial age restrictions apply to liquor and tobacco products.
- 2.1.9. Remember to call **CANPASS**, at least **2 hours** before ETA, before taking off, when coming back into Canada. You may not ask an FSS to call for you as this will not be allowed. (1-888-CANPASS).
- 2.1.10. **Penalties Against Aircraft Pilots** (Quoted from the US Customs Mitigation Guidelines) http://www.cbp.gov/xp/cgov/enforcement/authority_enforce/seizures_penalties.xml
- 2.1.10.1. "For failure to report arrival, presentation of any false paper or document, violation of any regulation regarding the entry and arrival of conveyances, the discharge of passengers or merchandise, or departure from the place of arrival without customs authorization, the following sanctions, pursuant to the provisions of title19,United States Code, section 1436,are available..."
 - 1. Under the provisions of 19 C.F.R.122.166,civil penalties against a pilot of an aircraft shall be assessed as provided by 19 U.S.C.1436 with respect to the following actions:
 - a. Advance notification of arrival
 - b. Report of arrival
 - c. Landing of aircraft
 - d. Presentation of documentation
 - e. Departure from the port, place or airport of arrival without authorization

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- f. Discharge of passengers or merchandise (to include baggage) without authorization.
2. If an aircraft pilot violates any of the regulations promulgated in Part 122 that deal with something other than those actions listed in a. through f. above, a **penalty of \$5,000** should be assessed under the provisions of 19 U.S.C. 1644a.
 - 2.1.10.2. **Responsibility:** One interesting point (at least to me) , is that if your passengers are responsible for the violation – you (the PIC), gets the fine, not the passenger. “These penalties are assessable only against the master, person in charge or pilot. They may not be assessed against passengers in an unreported conveyance, ...”.
 - “1. This penalty cannot be assessed against a passenger on any conveyance that does not report arrival. For example, when a vehicle which enters without inspection (EWI) contains a driver and a passenger, the penalty for failure to report arrival is assessed against the operator of the vehicle. The passenger in the vehicle is not liable for this penalty.”

2.2. Immigration (Know your own and your passengers status):

What Does the Law Say?

The legal foundation that requires the inspection of all persons arriving in the United States comes from the Immigration and Nationality Act (INA), see [INA § 235](#). Rules published in the Federal Register explain the inspection requirements and process. These rules are incorporated into the Code of Federal Regulations [CFR] at [8 CFR § 235](#).

- 2.2.1. You must call the CBP ahead 2 hours prior to ETA, to the Airport-Of-Entry Immigration unit. The numbers are listed on the internet at (for example):

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

<http://uscis.gov/graphics/fieldoffices/statemap.htm>

Some are:

Airport	Immigration Office	Phone Number
Buffalo Airport:	Buffalo Peace Bridge Port of Entry	716-885-3367
Watertown Airport:	Thousand Islands Port of Entry	315-482-2681
Ogdensburg Airport:	Ogdensburg Port of Entry	315-393-0770
Massena Airport:	Massena Port of Entry	315-764-0310
Syracuse Airport	Syracuse, New York 412 South Warren Street Syracuse, NY 13202	315-478-1227
Detroit Metropolitan Airport (Class A)		734-247-4900
Saulte Ste. Marie		906-632-8822
Blue Water Bridge	Port Huron	810-982-3140

You may speak to an agent Locally:

- Ottawa International Airport 613-523-2105
- Dorval Airport (Montreal) 514-631-2098

2.2.2. **Since 9/11/2002 ANY INDIVIDUALS BORN IN the Middle-Eastern countries of Saudi Arabia, Iraq, Iran, YEMEN, Sudan, Libya, Pakistan Afghanistan, Algeria, Bahrain, Eritrea, Lebanon, Morocco, North Korea, Oman, Qatar, Somalia, Tunisia, United Arab Emirates and Syria** comprise the list of citizens which are required to be finger printed - each time they cross the border, regardless of Canadian Citizenship. This policy has been implemented as a result of the implementation of the National Security Entry-Exit Registration System (NSEERS) which specifies that eighteen countries' citizens be registered. Despite press reports that this provision has since been rescinded for Middle-Eastern Canadians, my information at this time is that you had better check with the applicable local USCIS unit before starting your trip. If the local USCIS unit is continuing to enforce this, this essentially prevents pilots or passengers of these countries of origin from crossing in private aircraft unless they have made specific arrangements to be fingerprinted by USCIS at arrival. Of the local jurisdictions, only Ogdensburg USCIS had a one time indicated this may be possible. A statement explaining NSEERS may be found at : <http://uscis.gov/graphics/publicaffairs/statements/reminderstate.htm>

2.2.3. Only Americans or Canadian citizens are permitted to cross into the US in privately-owned aircraft without an I94W VISA WAIVER.

2.2.4. Even persons who obtain an VWP I94W, are denied initial travel by Part 91 aircraft. See the following extract from the USCIS VWP (Visa Waiver Program) website - (<http://travel.state.gov/vwp.html>)

Q: Can private aircraft participate in the VWP?

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

A: Private aircraft will not be eligible to participate in the VWP until the Attorney General publishes regulations pertaining to the administration of the VWP's carrier provisions, including private aircraft provisions.

Q: When Must I Obtain a Visa Instead of Using the VWP?

A: If you intend to arrive in the United States aboard a non-signatory air carrier, you must obtain a nonimmigrant visa prior to boarding the aircraft. Similarly, if you intend to visit the United States for more than 90 days, you must obtain a nonimmigrant visa before arriving in the United States. You can obtain Form OF-156 from the American Embassy or consulate nearest your place of residence or the State Department Website.

2.2.5. Most small Airports of Entry still offer only a US Customs service, despite the forming of the new agency (CBP). At major Airports of Entry that contain a joint US Citizenship & Immigration / US Customs service, they may agree to admit a passenger or pilot who is being readmitted after previously entering the US by land on an I94W within 30 days. Call ahead and let them know.

2.2.6. USCIS has told me they will fine the pilot \$3000 / person if anyone debarks the aircraft before USCIS inspector's arrival. You must call on landing from the aircraft, if the inspector is not there. If you don't have a cell phone then try over the unicom frequency to have somebody else call USCIS. When cleared, (as with customs), get the inspector's name or badge number.

3. TFRs vs. CFRs

Since 9/11, the US Transportation Security Agency, (TSA) and Canadian RCMP have received the right to implement temporary, unadvertised, undocumented security restricted zones around various areas.

3.1. The US has implemented TFRs (Temporary Flight Restrictions) around major sporting events, the home(s) of the president, Camp David and on occasion around bridges, nuclear power plants, etc. The Canadians have in turn erected a CFR around Parliament Hill and the Prime Minister's Residence (24 Sussex Drive). In addition, TFRs are erected around the President whenever he is on published trips across the US or Canada.

3.2. These TFRs and CFRs are of course NOT shown in the normal publications or charts, therefore it is very easy to inadvertently fly into them. The only way to obtain information about them is by briefing from the FSS prior to your flight. Be sure to ask for a TFR briefing from the US briefer, and a CFR briefing from the Canadian briefer.

3.3. BE AWARE THAT CANADIAN BRIEFERS DO NOT RECEIVE TIMELY NOTICES ABOUT US TFRs – so call the US briefer before you cross the border. (see section 4.4 & 5 for contact information).

3.4. EAA member (simply attend AirVenture in Oshkosh Wisconsin), can obtain graphical depictions of TFRs from the EAA flight planner.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 3.5. The FAA has begun to depict TFRs graphically – see <http://www.faa.gov/NTAP/index.htm> or <http://map.aeroplanner.com/mapping/TFR.cfm?list=all>

4. Flight Planning:

- 4.1. US Sectionals versus Canadian VNCs, Flight Guide versus CFS
- 4.2. US VFR Flight-Plans not current required but highly recommended. However, whether IFR or VFR, flight between Canada and the US requires a flight plan (FAR 91.707) unless you fit into the provisions of a special arrangement between FAA and TC allowing use of a Flight Itinerary for flight between remote border points on both sides.
- 4.3. US VFR Flight Plans are opened and closed by FSS only, not Arrival, Tower, or Ground.
- 4.4. US WX available from 1-800-WX-BRIEF, (versus Canadian 1-866-WX-BRIEF courtesy of yours truly). From Ottawa, for flights to Odgensburg (for example), you may contact the US FSS at Burlington 802-863-5074, or 802-863-5271.
- 4.5. In Canada military exercise areas are CYR (restricted). In the US they are divided into MOAs (Military Operations Areas) and Restricted Areas. MOAs may be traversed by VFR aircraft, but it is best to consult NOTAMS for their status. If “Hot”, the briefer or FSS will usually be able to tell you. IFR There is positive coordination with ATC and the MOA in which they will Vector around or above the MOA during operations.
- 4.6. Although some US NOTAMS are available from Canada, Nav Canada does not have access to the 2'nd-level NOTAMS and enroute NOTAMS.
- 4.7. In Canada the required recency of a weather briefing is "latest available", (CAR 602.72), In the US there is no time limit, (91.103 Preflight Action) but the there is one catch all regulation "Pilot in command responsible for safe outcome of the flight" which implies that the Pilot should be doing everything he can to be on top of the weather situation.
- 4.8. In Canada there are a number of specified flight planning weights (IE. winter weight, Male: 188 lbs., Female: 141 lbs., Child 2-11: 75 lbs, Infant: 30 lbs, Animal:actual) . In the US FAR 23.25 Weight limits (i).indicates a “Typical” weight used is 170 lbs for Normal category aircraft and 190 lbs for Aerobatic and Utility category airplanes . However in either the US or Canada a prudent pilot would use actual weights of intended passengers, baggage, fuel, etc.
- 4.9. In Canada, penitentiaries and other restricted areas are indicated with specified Restricted areas (CYR), which are depicted on our Canadian VNC. Canadian VNC & VTPC charts indicate the ceilings directly on the drawn CYR depiction
- US sectionals have an equivalent called "Prohibited Areas", US sectionals do not always indicate the ceilings of these on their maps, but instead list these altitudes in the margins of the charts . (which makes digital copies less useful).. Be aware that in the US, wildlife areas have some overflight restrictions, which are similar to Ontario's Algonquin park for example

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Otherwise, a built-up areas minimum overflight altitude of 1000 ft AGL is common in both countries. (1000 ft above highest point within 2000 ft radius).

5. Flight planning aids:

- 5.1. Terminals are available in most large FBOs. This includes radar advisory, satellite, FT and SA WX products. At some FBO's you need a DUAT access number. To obtain one you need a US license, (see 1.4).
- 5.2. Call 1-800-WX-BRIEF or FSS on local frequency (usually)122.2 to file.
- 5.3. <http://www.aeroplanner.com/> is a terrific site for WX, airport information, NOTAMS, etc. (Note that NOTAMS are only "officially" available from the FAA directly)
- 5.4. <http://www.faa.gov/ATPubs/AIM/index.htm> is the URL for the US AIM (Airman's Information Manual).
- 5.5. Other useful planning sites are www.airnav.com and www.acukwik.com
- 5.6. The EAA has a flight planner for members and much useful flight planning information at: www.eaa.org

6. Qualifications

- 6.1. Canadian students not permitted to PIC in US and vice versa. Students may fly dual.
- 6.2. Canadian Recreational Pilot Permit not valid in US.
- 6.3. Canadian Ultralight Pilots Licenses with an instructor endorsement are valid in the US under a special agreement. Consult: <http://www.faa.gov/avr/afs/afs800/formtext.htm>
- 6.4. Canadian Private, Commercial are both valid in the US and vice versa. These pilots must have an IFR rating to proceed Special-VFR at night in the US.
- 6.5. A Canadian Private or Commercial pilot may apply for a US Private license without a skill or written test for VFR only flying.
- 6.6. Canadian IFR ratings valid in US – but only if you are flying under your Canadian license. To fly under a US license, you must write the US written IFR exam.
- 6.7. A US license is required to fly a US aircraft and vice versa.
- 6.8. A Photo ID (Canadian or American Drivers License), is required to be carried along with your license, while flying in the US.

7. ATC differences:

- 7.1. Always identify yourself as Canadian. IE. Canadian Charlie Golf Echo Yankee Quebec.
- 7.2. Expect that some American Controllers will try to add "November" in front of your call - sign, or otherwise have trouble with the Canadian sequence of letters.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 7.3. Americans do not always use phonetics. You may continue to if you wish. Be careful with "Z" which in the US is pronounced "zee" otherwise phonetically pronounced "Zulu".
- 7.4. Remember that operation in a class B will require you to read-back all clearances - on the ground and in the air. You will need to hear "EYQ cleared to enter class B" before you can enter. Once inside everybody is treated like IFR, except VFR need to also obey WX minima & distance from clouds.
- 7.5. When asking for taxi clearance - ask for "progressive-taxi", so that you will get help and directions to the runway. If you don't have Flight Guide, try <http://www.aopa.org> for taxi charts. Often US controllers will simply clear you to "taxi runway 14". This does not mean taxi on the runway, but means, "take the usual taxiway route to runway 14".
- 7.6. "Traffic no factor" is a phrase often heard in the US to describe that nearby aircraft are not expected to collide with you based on the current positions and vectors of the aircraft.
- 7.7. What we call in Canada the "Circuit" is known as the "Pattern" in the US. "TPA" means "Traffic-Pattern Altitude" (circuit altitude). TPA is not predefined as 1000' but varies from 800' up. (see Flight Guide). I have been told that 1200' circuits are becoming more prevalent. FAR 91.129 dictates that large or turbine powered aircraft should enter the traffic pattern at 1500 ft.
- 7.8. In the US "Clear for runway 23, Transition for Runway 17", is an often-heard landing clearance at large airports. Expect to land on the second runway mentioned, which would be accomplished with a circling maneuver or instruction to join downwind. This clearance may be given to both IFR and VFR landing traffic.
- 7.9. In the US, the phrase "Clearance on Request" may be heard from a controller in response to a request for either an IFR or VFR (Class B) clearance. This phrase means the controller is waiting for Center to come back with a complete clearance for you. When he receives it - (typically just before T/O), he will issue you the clearance in the normal manner and expect a readback in the normal manner at that time.
- 7.10. Where we often have a "Terminal" frequency at major airports, the Americans usually have "Arrival" and "Departure". Whereas in Canada these are generally IFR only, in the US they can be joint IFR and VFR frequencies.
- 7.11. In the US a hand-off from Arrival to Tower occurs on final or in the circuit, (sometimes as near as 1 mile). In Canada a hand-off from Terminal to Tower occurs at the airspace boundary (i.e. 7 miles or at the outer tower 12 miles (i.e. CYOW)). Also it is common for more than one aircraft to be cleared to land on the same runway, at the same time (in sequence).
- 7.12. In Canada, LAHSO ops are only in their infancy. In the US, the typical phraseology given on a land-and-hold short clearance is:

"Land and Hold Short Operations Are In Effect", which is broadcast on the ATIS recorded/broadcast tower information. During landing sequence if you are unable to comply advise the tower you are: "unable to comply with hold short" You must not land and cannot go around unless you have told ATC your intentions of being unable to comply!

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

8. In-Flight Communications Frequency differences: (e.g. 122.0 vs. 126.7)

- 8.1. In Canada FSS handles WX on one frequency 126.7. In the US, FlightWatch gives weather on 122.0. In the US, the FSS is on a different frequency and is usually 122.2 or 122.4. To find out the local frequency - consult the Flight Guide using a nearby airport. In some locations the only FSS COM available is 122.1 duplexed with a VOR frequency. Pilots should figure out how to transmit on a COM and listen on a VOR before crossing the border into the US.
- 8.2. In Canada, VFR pilots are expected to monitor 126.7 enroute whenever practicable. In the US there is no requirement to monitor any frequency. Many pilots tune into the nearest airport frequency as they pass by to be advised of traffic situation?
- 8.3. In Canada - cell phones are now legal in the aircraft for emergency use. Pilots are specifically encouraged to use them (1-800-INFO-FSS) in case of communications failure.

In the US, FAR 91.21 prohibits cell phone use in US aircraft. An FCC (Federal Communications Commission) rule (CFR Title 47, 22.925) prohibition applies to all aircraft. I am advised that airborne use for genuine emergency purposes will not be prosecuted.

- 8.4. Many airports transmit their ATIS on a VOR frequency. Also many VORs have HIWAS (hazardous-in-flight-weather-advisory-service) available on them.

9. VFR flight rules and procedures (and airspace differences):

- 9.1. Use Flight following whenever possible. This simplifies frequency changing and is safer. Do not depend on flight-following for safe MOA entry, or entry into class B airspace especially. (In other words - know who you should be talking to and always verify you have permission to be in the airspace you are in).
- 9.2. Using Canuck rules is generally OK since US rules are generally more flexible.
- 9.3. Class B in the US functions in most ways similarly to our Class C except cloud clearance is more relaxed in the US. (Clear of cloud, vs. Canada's 2000 ft horizontal and 500 ft vertical). Any penetration of Class B airspace must be preceded by an explicit clearance (re. 4.4).
- 9.4. Class C in the US functions like a mixture of our class C and D - you don't need a clearance to enter - but you do need to establish contact (like a Canadian Class D). However you are expected to follow clearances - just as you would in Canada. Mode C transponder is required.
- 9.5. Class D in the US: Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower.
 - Propeller aircraft limited to 200 knots IAS at or below 2,500 feet above the surface within 4 nautical miles.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- Aircraft must be equipped with functioning 2-way radio
- 9.6. There is no MF (mandatory Frequency) in the US - however if you have a radio, make calls at a US uncontrolled airport just as you would in Canada at an uncontrolled airport without MF, and as often as prudent or required.
- 9.7. Circuit joining in the US is done straight into Downwind or at 45° to the Downwind. There is no uncontrolled-airport overhead entry like Canada's. Overhead entries are permitted but are done 500 or 1000 ft above circuit height with a descent commencing after the aircraft is on the live side. Straight-in finals are also permitted.
- 9.8. Note that at uncontrolled airports, the (AIM 4-1-9) recommended initial-call in the US is 10 miles from the airport (with Flight guide suggesting 12 miles), whereas in Canada it is required at least 5 minutes before entering the area. (CAR 602.101) and for IFR aircraft (at any uncontrolled airport, MF or not) is "five minutes before the estimated time of commencing the approach procedure" (CAR 602.104 (2)).

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Summary of Recommended Communication Procedures (US Traffic Advisory Practices at Airports Without Operating Control Towers)					
		Communication/Broadcast Procedures			
	Facility at Airport	Frequency Use	Outbound	Inbound	Practice Instrument Approach
1.	UNICOM (No Tower or FSS)	Communicate with UNICOM station on published CTAF frequency (122.7; 122.8; 122.725; 122.975; or 123.0). If unable to contact UNICOM station, use self-announce procedures on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
2.	No Tower, FSS, or UNICOM	Self-announce on MULTICOM frequency 122.9.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Departing final approach fix (name) or on final approach segment inbound.
3.	No Tower in operation, FSS open	Communicate with FSS on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Approach completed/terminated.
4.	FSS Closed (No Tower)	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
5.	Tower or FSS not in operation	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

9.9. Special VFR at night requires an IFR rating in the US. In Canada it does not. Special VFR limits in the US are slightly different, being related to altitude, whereas not so in Canada which requires 1 statute mile visibility at any altitude. At some US airports, special-VFR is never permitted - (FAR 91 Appendix D, Section 3) US Special VFR operations may only be conducted (FAR 91.157):

- With an ATC clearance;
- Below 10,000 feet MSL within the airspace contained by the upward extension of the lateral boundaries of the controlled airspace designated to the surface for an airport;
- Clear of clouds;
- Except for helicopters, when flight visibility is at least 1 statute mile; and
- Except for helicopters, between sunrise and sunset (or in Alaska, when the sun is 6 degrees or less below the horizon) unless-- (i) The person being granted the ATC clearance meets the applicable requirements for instrument flight under part 61 of this chapter; and (ii) The aircraft is equipped as required in Sec. 91.205(d).
- No person may take off or land an aircraft (other than a helicopter) under special VFR Unless ground visibility is at least 1 statute mile

In Canada, at night, Special-VFR is only given for the purpose of landing, (not takeoff or overflight.)

9.10. VFR-Over-The-Top in Canada is daytime only, with 1000 ft vertical separation from clouds, (if layers then 5000 ft apart), and requires 5 miles visibility. The destination must have at maximum, scattered clouds, at least 5 miles visibility, and no fog, blowing snow or thunder. With TAF forecasting, this applies for a hour before and 2 hours after ETA.

US VFR-Over-The-Top is acceptable at any time, so long as no penetration of cloud occurs. WX minima and cloud separation limits are shown in the **Basic US VFR Weather Minimums** table below. Scattered to Broken cloud transitions are considered acceptable providing these cloud distance minima are observed at all times. The pilot may request radar assistance from FSS to find holes to transition through.

Stick with the Canadian rules WX and you won't go wrong.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Basic US VFR Weather Minimums

Airspace	Flight Visibility	Distance from Clouds
Class A	Not Applicable	Not Applicable
Class B	3 statute miles	Clear of Clouds
Class C	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E Less than 10,000 feet MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal
Class G 1,200 feet or less above the surface (regardless of MSL altitude).		
Day, except as provided in section 91.155(b)	1 statute mile	Clear of clouds
Night, except as provided in section 91.155(b)	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet MSL.		
Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

10. IFR flight rules and procedures: (charts, plates, approaches, bans, minima, alternates, facilities, radio-aids, communications-failure, navigation)

- 10.1. Instrument plates are typically either NOAA or Jeppesen (NOAA is now under the jurisdiction of the FAA). One advantage over Canadian plates is that NOAA plate may be used for up to a year so long as you verify its' content against an official updating service. I find the Canadian plates cheaper, better made and easier to read, than the NOAA plates. The Jeppesen plates are reportedly better, and can be obtained for Canada as well. (Easier to use one type of plate consistently across North America?)
- 10.2. Arrivals, departures and T/O minima (as well as status of the airport as an alternate), are specified at the start of the book of plates, whereas in Canada they are shown at the start and end of each Airport section. Consult the TOC to find them.
- 10.3. Rules for using approach-certified **GPS avionics** are essentially the same in both countries, but may be limited by the avionics flight manual supplement, which in all cases overrides national regulations (see AIC 1/03 for Canada; see also AIP COM 3.16 for amplifying information).

Stand alone GPS approaches are essentially the same in the US and Canada – they are identified in charts as “RNAV (GPS) RWY NN”.

In both countries, overlay approaches include VOR, VOR/DME, NDB and NDB/DME traditional approaches; localizer-based approaches are not overlaid. In the US, overlays are identified in US NOAA charts as “NDB or GPS RWY NN”, and in Jeppesen charts as “NDB RWY NN (GPS)”. If you have the chart and the approach is in the database, you can fly it without the need to monitor the underlying aid unless your aircraft Flight Manual Supplement specifies that these approaches require monitoring.

The Canada Air Pilot has been changed to conform with the international standard, which is the same as the current Jeppesen naming convention in the US, i.e. and overlay will be identified by the addition of (GPS) to the name. When communicating with ATS in Canada, refer to “GPS overlay runway XX”. Over 200 approaches are included in the Canadian overlay program – the intent is to eliminate an overlay approach when a stand-alone approach is designed for the same runway. Once again, monitoring is not required unless the Flight Manual Supplement requires it, and it is possible to fly these approaches when the underlying aid is temporarily off the air.

Unless prohibited by the flight manual supplement, pilots in Canada can take credit for a GPS approach at an alternate aerodrome under conditions specified in AIC 1/03 and AIP COM 3.16. In the US an alternate is required less often, but the following statement from Chapter 1, section 1-1-21 (h) of the AIM

(<http://www.faa.gov/ATPubs/AIM/Chap1/aim0101.html>) applies :

- “(8) For TSO-C129/129A users, any required alternate airport must still have an approved instrument approach procedure other than GPS that is anticipated to be operational and available at the estimated time of arrival, and which the aircraft is

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

equipped to fly. If the non-GPS approaches on which the pilot must rely require DME or ADF, the aircraft must be equipped with DME or ADF avionics as appropriate.”

In any case, bottom line in the USA is that if you need an alternate you can't take credit for a GPS approach

TC recommends a RAIM availability prediction check be carried out before takeoff and before commencing an approach. The RAIM prediction check is however, not mandatory in either country except in the case of commercial operations, unless specified in the FMS. In the US (AIM 1-1-21 (h) – 2), a minimum 3-hour RAIM briefing for your departure and destination is available from the FSS by telephone. In Canada no such service exists at this time.

- 10.4. Approach bans in the US vary approach to approach and apply only to commercial flights, whereas in Canada the limit is 1200 RVR for all CAT 1 operations . The visibility's listed on each plate in the US (whilst offering reasonable guidance) apply only to Commercial operations.
- 10.5. After takeoff, - the Canadian requirement is to climb runway heading, until 400 AGL before BPOC. This same limit applies in the US. As in Canada, obstacle clearance is implied when IMC and a departure vector is received. Be aware many airports do not have local radar service below a certain height. SIDs are now called DPs.
- 10.6. Note that in Canada, the departure clearance usually contains the phrase "departure xxx.xx after takeoff", and the pilot is expected to change frequency once the aircraft has climbed through 400'. In contrast, in the US, the departure clearance normally contains the phrase "departure xxx.xx when cleared" or simply "departure xxx.xx", **which means you must be cleared to change frequency.**
- 10.7. In Canada - when landing IFR, the pilot is required to verify the runway condition before landing - which on uncontrolled aerodromes means a circling approach in practice, or a missed approach and second approach. There is no specific US regulation regarding this. As long as the airport is open the assumption is that the runway(s) are usable. The best thing to do is to check the NOTAMS or ask the briefer. In addition, you could call the Airport manager or FBO in advance to confirm conditions.
- 10.8. In Canada, if an IFR approach is carried out in VFR conditions at a uncontrolled aerodrome, the IFR aircraft is not accorded any special priority. In practice this generally means that unless the pilots are communicating and arrange landing sequence between themselves, the IFR pilot would break off an approach at circuit height and at a distance appropriate to joining the circuit in sequence. This procedure is similar in the US. Generally you must conform to VFR traffic. Usually the ATC will hand you off to the local frequency during the landing sequence at an uncontrolled airport.
- 10.9. In Canada an alternate is always required when filing IFR. In the US if the weather is expected to be IFR One hour (or less) before or One Hour (or less) after at destination, an alternate is required to be filed. In the US an alternate is not required if the destination is VFR and in addition the weather conditions are at least 2000 ft ceiling and three (3) miles of visibility

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 10.10. Canada's required fuel limits are: (1 approach + 1 missed + diversion to alternate + 1 approach + 45 minutes).
The US Fuel required is Destination + Alternate + 45 minutes at cruise power setting. (FAR 91.167)
- 10.11. Enroute MEA: In Canada, aircraft must climb to the next segment MEA *before* reaching that segment. In the US, aircraft are expected to climb to MEA *after* reaching a segment with a higher MEA. (Canada, AIP, RAC 8.5 (pg RAC-8-4),)

11. Airport signage, lighting and markings:

- 11.1. Never cross a line of red lights (IFR ILS and CAT II hold lines) in the taxiway. Generally the ground controller will switch these to green when you are to proceed.
- 11.2. LAHSO operations: Runways in the US sometimes have numbered land-and-hold-short-points. In Land and Hold Short operations you may be cleared to land, holding-short "4" (for example). This means you must hold short the 4th numbered point on the runway. These points are labeled "HS-1" etc. and are white on a red background.

12. Chart and maps:

- 12.1. American Sectionals expire. Get the latest. Canadian VNCs may be used over the US and US sectionals over Canada, but this brings a risk. (Sault Ste. Marie error on 1989 chart as an example, US Montreal sectional missing depiction of CYOW TCA, now corrected). With the current proliferation of TFRs, it is wise to have and use the latest US charts.

13. Aircraft Airworthiness:

- 13.1. Make sure all your documents are up-to-date and on-board before you cross the border.
- 13.2. It has been argued that a FAR 91.171 VOR check is required (IFR) every 30 days, even for Canadian aircraft. This check requires a log entry be made:
- "(d) Each person making the VOR operational check, as specified in paragraph (b) or (c) of this section, shall enter the date, place, bearing error, and sign the aircraft log or other record. "

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 13.3. On October 26, 1996, the FCC released a *Report and Order* in WT Docket No. 96-82, FCC 96-421. This new rule specifies an aircraft radio station license is required to cross the border, but is not required once you get there. (go figure?). The Rochester FSDO (FAA) has told me that Canadians will not be bust for not having one – so long as they arrive from Canada.
- 13.4. You cannot do annuals in the US unless the AME (called an A & P in the US), is certified as a Canadian AME. The US requires that some maintenance work may require an "IA" (Inspection Authority).
- 13.5. Make sure you get a sign-off in the journey logbook for any repair work done. (CAR 571.10(2)) Make sure you get a properly worded release. Work done on the aircraft, and parts installed are subject to GST and PST upon return, unless they are emergency repairs.
- 13.6. If you add avionics to an IFR-certified aircraft it will require a lot of Canadian forms to complete the certification (and may be disallowed entirely). You are not allowed to get a GPS installed and use it to come home IFR (for example). Call your local TC office. (Ontario: Contact Will Boles, Regional Aviation Safety Officer - Maintenance; Phone: (416) 952-3858, email: bolesw@tc.gc.ca)
- 13.7. Instruments bought at Sun N Fun or Oshkosh (examples), must be accompanied by a special release form "8130" whereas the dealer will try to tell you that the decal on the instrument is sufficient (It is for US aircraft only)
- 13.8. There is no sparsely-settled or other Survival Equipment Requirement in the US. Canadian regulations have been recently amended (rescinding the sparsely settled area airspace), such that the pilot is now responsible for ensuring the aircraft is equipped with survival gear appropriate to the area being overflown. This means the route must be assessed regardless of whether in the South or the North.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

- 13.9. US over-water flying, (FAR 91.509 Survival equipment for overwater operations + 91.511 Radio equipment for overwater operations), requires that:

Less than 50 miles from shore:

- no requirement

Less than 100 miles or 30 minutes flying time from shore:

- a life-preserver or otherwise approved flotation means is sufficient.

More than 100 miles or 30 minutes flying time from shore:

- a life raft, pyrotechnics and two radios, must also be carried. Life vests must be equipped with an approved survivor locator light.

US FSS has stated that rafts must be carried over the Great Lakes because they are too cold to support life in PFDs alone, there is no regulation to support this that I have found.

The Canadian rules for water overflight, (CARs 602.62 and 602.63) specifies that single-engine aircraft beyond gliding distance, (50 miles for twins), but within 100 miles of shore and 30 minutes at cruising speed, require the carriage of life preservers or PFDs.

- 13.10. US FAR (91.519 Passenger briefing) requires that passenger briefings be given by the PIC regarding (but need not be given when the PIC determines that the passengers are familiar with the contents of the briefing):

1. Smoking
2. Use of safety belts and shoulder harnesses
3. Location and means for opening the passenger entry door and emergency exits;
4. Location of survival equipment;
5. Ditching procedures and the use of flotation equipment required under Sec. 91.509 for a flight over water; and
6. The normal and emergency use of oxygen equipment installed on the airplane.

The briefing may be supplemented (and to some extent replaced), by printed cards for the use of each passenger.

The Canadian equivalent is contained in "CARS 602.89 Passenger Briefings" and indicates that a passenger briefing must be carried out before takeoff which addresses:

1. the location and means of operation of emergency and normal exits;
2. the location and means of operation of safety belts, shoulder harnesses and restraint devices;
3. the positioning of seats and the securing of seat backs and chair tables;
4. the stowage of carry-on baggage;
5. where the aircraft is unpressurized and it is possible that the flight will require the use of oxygen by the passengers, the location and means of operation of oxygen equipment; and
6. any prohibition against smoking.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

7. in the case of an over-water flight where the carriage of life preservers, individual flotation devices or personal flotation devices is required pursuant to Section 602.62, before commencement of the over-water portion of the flight, with respect to the location and use of those items; and
 8. in the case of a pressurized aircraft that is to be operated at an altitude above FL 250, before the aircraft reaches FL 250, with respect to the location and means of operation of oxygen equipment.
 9. The pilot-in-command of an aircraft shall, before take-off, ensure that all of the passengers on board the aircraft are provided with information respecting
 10. the location and use of first aid kits and survival equipment;
 11. the location and use of any ELT that is required to be carried on board pursuant to Section 605.38;
 12. any life raft that is required to be carried on board pursuant to Section 602.63.
- 13.11. In the US, Pilot Vital-Action Checklists are specified and must be on board. (FAR 91.503) In Canada they are simply recommended (AIP Air 1.2). The US requirement is:
- (b) Each cockpit checklist must contain the following procedures and shall be used by the flight crewmembers when operating the airplane:
 - (1) Before starting engines.
 - (2) Before takeoff.
 - (3) Cruise.
 - (4) Before landing.
 - (5) After landing.
 - (6) Stopping engines.
 - (7) Emergencies.
 - (c) Each emergency cockpit checklist procedure required by paragraph (b)(7) of this section must contain the following procedures, as appropriate:
 - (1) Emergency operation of fuel, hydraulic, electrical, and mechanical systems.
 - (2) Emergency operation of instruments and controls.
 - (3) Engine inoperative procedures.
 - (4) Any other procedures necessary for safety.
 - (d) The equipment, charts, and data prescribed in this section shall be used by the pilot in command and other members of the flight crew, when pertinent.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

14. FAA Enforcement: (authority, procedures, options, limits, recourse, forms, notable-violations)

- 14.1. According to some sources the FAA generally prosecutes more often in the US than TC does in Canada.
- 14.2. Depending on the location (long Western routes are especially sensitive), 10° off track may be viewed as a hard limit when IFR in the US. In discussion with FAA inspectors, I have been told that no recent prosecutions against Canadians have been made on account of this. However due to the far higher traffic density in the US, pilots should take special care to observe IFR navigation tolerances.
- 14.3. Be prepared for the dreaded "ramp -inspection" by a FAA inspector. Canadian aircraft are not generally ramp inspected. However, remember you are a guest in the US, and you may be subject to this procedure. (No ramp inspection at Sun N'Fun or Oshkosh) Past enforcement action has been occasioned by, (just a sample):
 - Adding aircraft fixed equipment without a weight and balance amendment,
 - Charts out-of -date, IFR plates out of date. (FAR 91.503)
 - Incomplete journey logbook or personal log.
 - Cargo unsecured.
 - Registration not up-to-date. Airworthiness documents issues.
 - No Checklist on board. (FAR 91.503), see Section 10.11 of this document)

Information on Ramp Checks:

Robert Hedrick, Editor, The NTSB Bar Association Newsletter. Mr. Hedrick is an aviation attorney based in Seattle, Washington. Below are his Ten Commandments of an FAA Investigation:

The Do's -

1. Determine if you are a suspect. Mr. Hedrick suggests identifying anyone asking questions about your flight or aircraft whom you do not know. If the person is an FAA Inspector, ask them if you are under investigation for any reason.
2. Keep a good attitude and be respectful. NEVER get into a shouting match or take a righteous position with an inspector. It is the quickest way to get into deeper trouble. Be polite and courteous.
3. Attempt to cooperate. Mr. Hedrick points out that this is a fine line. Remember that anything you say will be used against you. At the same time, should there be a question in the inspector's mind, you want to try to resolve issues on the spot. Which leads us to the next commandment.
4. Be truthful!!! Do not under any circumstances lie or otherwise fabricate information. If something you would say would be damaging information, do not say anything. Seek legal help if there is any doubt.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

5. If asked to show documents such as your license, airworthiness certificate, or aircraft registration, show them. You may also be asked to show your pilot or aircraft logbook. You are not required to have your logbooks with you. You do have a reasonable time in which to produce them, i.e., don't turn them over right away. Under FAR 61.51, flight training and aeronautical experience, you are required to prove that you meet the requirements of the section.

The Don'ts

6. Discuss uncertain history. Seek legal help before you talk your way into trouble.
7. Surrender your airmen's certificate. Show it, but don't let go. You are required to have the certificate with you and to show it. NEVER relinquish it for any reason. Mr. Hedrick suggests holding onto it with a firm grip.
8. Volunteer damaging statements.
9. Internal Ramp Check of your aircraft. While the inspector can suggest that you might not want to take off because of a problem they might observe, they can not stop you as pilot-in-command. However, I'd go with their suggestion.

One More Do

10. If in doubt, and you are flying under a US license, file a NASA report. In 1975 the FAA instituted a voluntary Aviation Safety Reporting Program, which was designed to encourage the reporting and identification of deficiencies and discrepancies in the aviation system. If certificate action is taken against you and you lose, this might be your "get out of jail free card." You can pickup the ASRS forms at your local Flight Standards District Office or from the EAA

Talking with an inspector is not a painful exercise. Just remember Mr. Hedrick's rules, be pleasant, courteous, and truthful. Or don't say anything at all until to you have had a chance to confer with an aviation attorney.

Don't forget to ask the FAA/NTSB/etc. inspector for his ID, proof of who they are.

- 14.4. By all means, carry a few NASA ASRS forms (FAR 91.25) to fill-out and send in to help protect yourself from penalty if you are violated. Be aware these are only effective if you are flying under a US license. Actually the ASRS form does not provide amnesty to anyone. When operating in the US, everyone is required to abide by FAA regulations. Even if you file an ASRS, the FAA still may start an enforcement action with regards to the type of violation.
- 14.5. If you are violated, you will be prosecuted in Canada and your conduct will be subject to both US and Canadian regulations. If your action is considered criminal, you will be prosecuted in the US.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Index

"	C
"IA" (Inspection Authority)., 19	Canadian, 4, 8, 9, 11, 14, 16, 17, 18, 19, 20, 22, 23
1	CANPASS, 4
122.2, 9, 11	CAT II, 18
126.7, 11	cell phone, 11
	cell phones, 11
8	CF4790, 4
8130, 19	charts, 8, 10, 16, 21
	Checklists, 21
A	Cigars, 4
A & P, 19	circling, 10, 17
AIM, 9, 12	circuit, 10, 12, 17
airport, 9, 11, 12, 14, 16, 17	Circuit, 10, 12
Airport-Of-Entry, 3, 5	citrus fruits, 4
Alcohol, 4	class B, 10, 11
alternate, 16, 17	Class B, 10, 11, 15
alternates, 16	Class C, 11, 15
AME, 19	Class D, 11, 15
AOPA, i	Class E, 15
approach, 12, 13, 17, 18	Class G, 15
approaches, 16	Clearance on Request, 10
Arrival, 8, 10	cleared to land, 10, 18
Arrivals, 16	Commercial, 9, 17
ASRS, 23	communications-failure, 16
ATC, 8, 9, 10, 14, 17	COPA, i, 3
ATIS, 10, 11	Customs, ii, 3
avionics , 16, 19	CYR, 8
B	D
bans, 16, 17	Departure, 10
BCIS, 6, 7	departures, 16
Birth Certificate, 3	Detroit, 6
BPOC, 17	downwind, 10, 13
Buffalo, 6	Downwind, 12
	Drugs, 4
	E
	Enforcement, 22
	ETA, 3, 4, 5, 14

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

EWI, 5		minima, 10, 14, 16	
	F	MOA, 8, 11	
		monetary instruments, 4	
FCC, 11			N
fine, 3, 7			
finger printed, 6		Night, 15	
Flight following, 11		NOAA, 16	
FLIGHT PLAN, ii		NOTAMS, 8, 9, 17	
Flight-Plans, 8		November, 9	
Form 178, 3		NSEERS, 6	
FSS, 4, 7, 8, 9, 11, 13, 14, 20		NTSB, 22, 23	
	G		O
GPS, 19		Ogdensburg, 6	
		over-water, 20	
	H		P
helicopters, 14		Passenger briefing, 20	
HIWAS, 11		passport, 3	
	I	Pattern, 10	
		PFDs, 20	
I94W, 6, 7		phonetics, 10	
IA, 19		plates, 16, 22	
IFR, 3, 8, 9, 10, 12, 14, 16, 17, 18, 19, 22		Port Huron, 6	
IFR ratings, 9		Port of Entry, 6	
IMC, 17		PORT OF ENTRY, ii	
Immigration, 3, 5, 6, 7		Preflight, 8	
INS, 6		Private, 9	
inspector, 3, 7, 22, 23			R
	J		
		RAIM, 17	
Jeppesen, 16		ramp-inspection, 22	
journey logbook, 19, 22		RCMP, 7	
	L	recency, 8	
		Recreational Pilot Permit, 9	
LAHSO, 10, 18		Robert Hedrick, 22	
	M		S
		Saulte Ste. Marie, 6	
maintenance work, 19		Sectionals, 8, 18	
Massena, 6		sparsely-settled, 19	
MF, 12		Special-VFR, 9, 14	
Middle-Eastern, 6			

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Straight-in, 12
students , 9
sums of money, 4
Survival, 19, 20
Syracuse, 6

U

uncontrolled, 12, 17
uncontrolled airports, 12
US Private license, 9

T

taxi, 10
TC, 8, 17, 19, 22
Terminal, 10
TFRs, 7
Tower, 8, 10, 13, 17
TPA, 10
Traffic no factor, 10
TSA, 7
turbine powered, 10

V

VFR, 3, 8, 9, 10, 11, 14, 15, 17, 18
visa, 6
VNCs, 8, 18
VOR, 11, 18
VWP, 6, 7

W

Watertown, 3, 6
weight, 8, 22
weights, 8
WX, 8, 9, 10, 11, 14

Canadian / American Differences June 8, 2004

UPDATED for 27-country VWP

John Quarterman: (JohnQpublic@Rogers.com)

THIS IS ONLY OPINION ON MY PART - DO NOT DEPEND ON THE VERACITY OF THESE STATEMENTS FOR OPERATION OF AN AIRCRAFT EITHER IN THE UNITED STATES OR CANADA. THE AUTHOR WILL NOT BE HELD ACCOUNTABLE FOR INCORRECT INFORMATION CONTAINED HEREIN. CONSULT APPLICABLE OFFICIAL SOURCES.

Updates and Change Record

DATE	DESCRIPTION OF CHANGE	SECTIONS AFFECTED	SOURCE
June 8, 2004	Canadian Winter and Summer Weights	4 - Flight Planning (4.8)	Aviation Safety Newsletter 2004/2 FAR 23.25(i) (6/04/2004)

The following people contributed heavily to this document, (but take no blame for it): Adrian Scott, Mark Forss (EAA), Randy Hansen (EAA), Thomas Krodel, Rae Simpson (TC), Ross Bowie (NavCan), Gavin Shanks (TC), Mark Beamish (OFC). Thanks to all the other pilots that contributed suggestions and helped with this project.